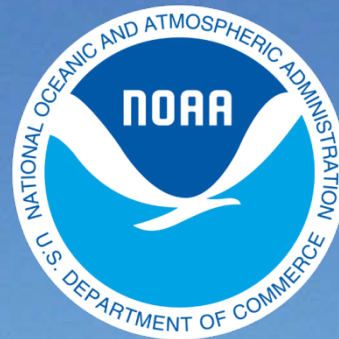
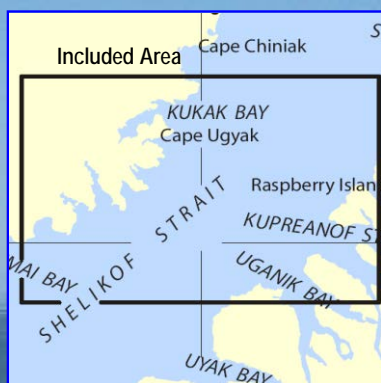


# BookletChart™

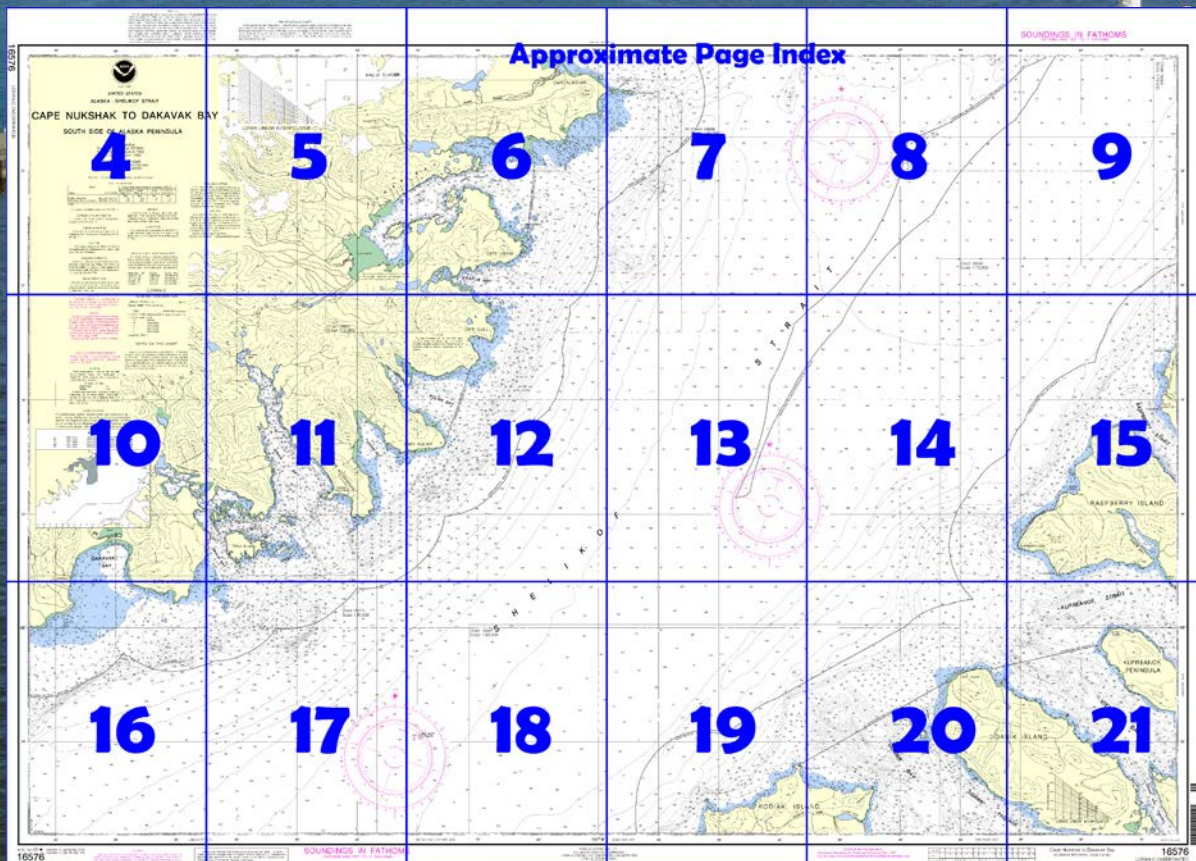
## Cape Nukshak to Dakavak Bay NOAA Chart 16576



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16576>.



#### (Selected Excerpts from Coast Pilot)

**Currents.**—Passage through Whale Passage at times of maximum current should be avoided. Floating aids to navigation may be dragged under or off station during these periods; mariners are urged to exercise particular caution. The tidal currents in Whale Passage set NW on the flood and SE on the ebb. During large tides, the currents are very strong with boils and swirls. The current velocity is about 4.5 knots. (See the Tidal Current Tables for predictions.)

The tidal currents at Kupreanof Strait have an estimated velocity of 2 to 3 knots during large tides. At the W end of Kupreanof Strait near Onion

Bay, high and low water occur about the same time as at Seldovia. The tides meet in the strait a little W of Dry Spruce Island.

**Pilotage, Port Bailey.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska (See **Pilotage, General** (indexed), chapter 3, for details.)

Vessels en route to Port Bailey can contact the pilot boat by calling "PORT BAILEY PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

**Pilotage, Port Wakefield.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for details.)

Vessels en route to Port Wakefield can contact the pilot boat by calling "PORT WAKEFIELD PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

At Peregrebni Point the bay narrows to a width of 1.5 miles. The W shore from 1.2 to 4.5 miles S of Peregrebni Point is foul; a rock awash is 2.3 miles S of the point and 0.4 mile from the W shore.

A flat extends 0.5 mile from the head of Kizhuyak Bay, where there is a large valley. Vessels may anchor off this flat in 19 fathoms, mud bottom; the depths are regular and there is ample room.

**Dangers.**—Chiniak Bay and approaches are full of dangers that must be avoided.

**The March 1964 earthquake caused a bottom subsidence of 5.8 feet at Kodiak. Until a complete survey is made of the area, caution is necessary because depths may vary from those charted and mentioned in the Coast Pilot.**

In Chiniak Bay, the flood current sets NE and the ebb current SW with considerable velocity in places around the islands. In the N entrance, the tidal currents have a velocity of 2 to 3 knots during the strength of the larger tides. They turn around Spruce Cape and across the reefs N of it. In the narrows off Kodiak, the current velocity is about 0.9 knot. The flood sets NE. (See the Tidal Current Tables for predictions.)

**Pilotage, Kodiak Harbor.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the Alaska. (See **Pilotage, General** (indexed), chapter 3, for details.)

Vessels en route to Kodiak or Women's Bay can contact the pilot boat by calling "KODIAK PILOT BOAT" or "KODIAK KING" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

**Quarantine, customs, immigration, and agriculture quarantine.**—(See chapter 3, Vessel Arrival Inspection, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Dangers.**—From the entrance of the strait to Selief Bay, the only dangers are inside 300 yards of the strait shore except for a shoal of 3½ fathoms about in midstrait, 0.75 mile 124° from Dolphin Point. This shoal is passed to the N as broken bottom is between the shoal and the gravel point on the S side of the strait.

From Selief Bay to the SE end of the strait are numerous shoals and dangers, and local knowledge is required even by small boats. Between this bay and The Narrows, are four rocky shoals well offshore; one of these has a least depth of 11 feet and is in midchannel about 0.4 mile N of Tiger Cape. From this cape SE to The Narrows, sandspits make well out into the strait from many of the points.

**Pilotage, Uganik Bay.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16576

45'

40'

35'

30'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SHELIKOF STRAIT

# CAPE NUKSHAK TO DAKAVAK BAY

## SOUTH SIDE OF ALASKA PENINSULA

Mercator Projection  
Scale 1:80,000 at Lat. 58°08'N  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

NAME	PI ACF (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
On on Bay, Raspberry Island	(58°03'N/153°14'W)	feet 14.4	feet 13.5	feet 1.7
Kukak, Kukak Bay	(58°20'N/154°07'W)	feet 13.3	feet 12.5	feet 1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.  
(Feb 2015)

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

### HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-75	162.550 MHz
Homer, AK	WXJ-24	162.400 MHz
Cape Gull, AK	WNG-529	162.500 MHz
Marmot Island, AK	WNG-716	162.500 MHz

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.522" southward and 7.905" westward to agree with this chart.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and

Joins page 10 on this

Within the 12-nautical mile Territorial sea, some Federal laws apply. The Three Mile limit of the territorial sea, is retained for the other laws. The 9-nautical mile limit of Florida, Texas, and Puerto Rico, and in most cases the inner limit of Federal jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were Unless fixed by treaty or the U.S. Supreme Court to modification.

20'

15'

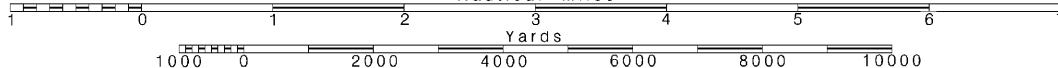
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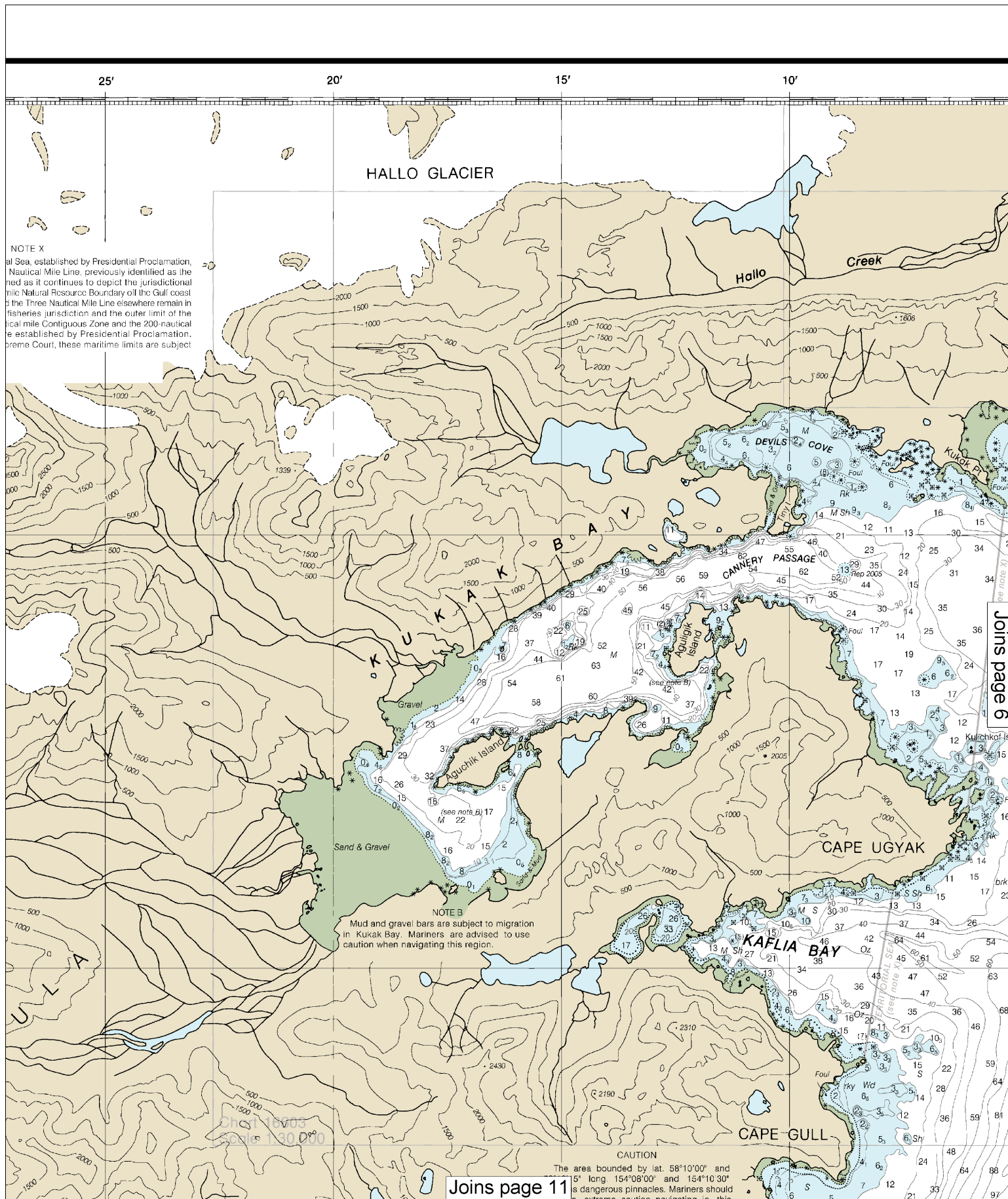
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

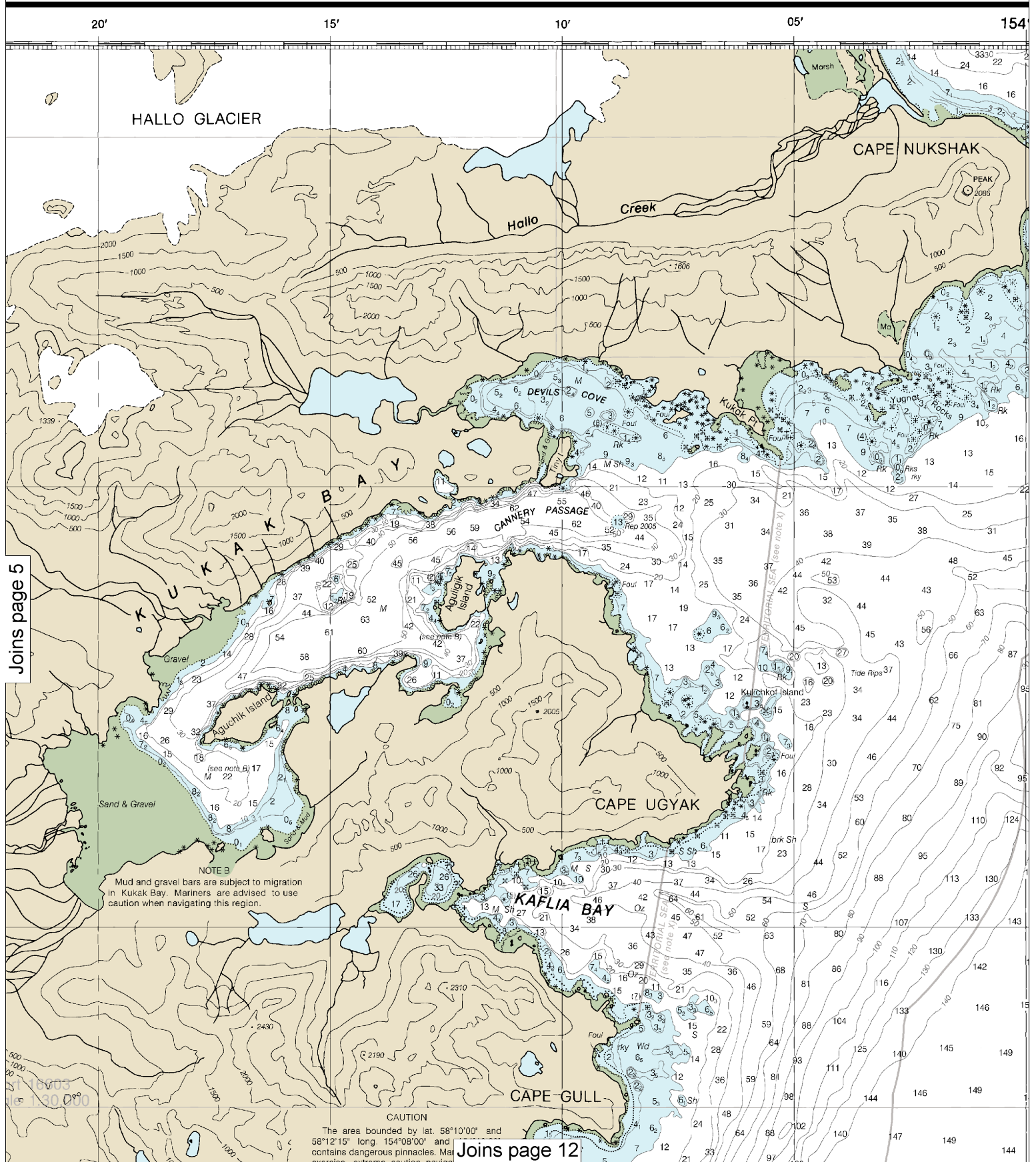
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





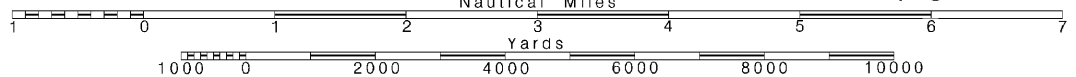
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106666. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

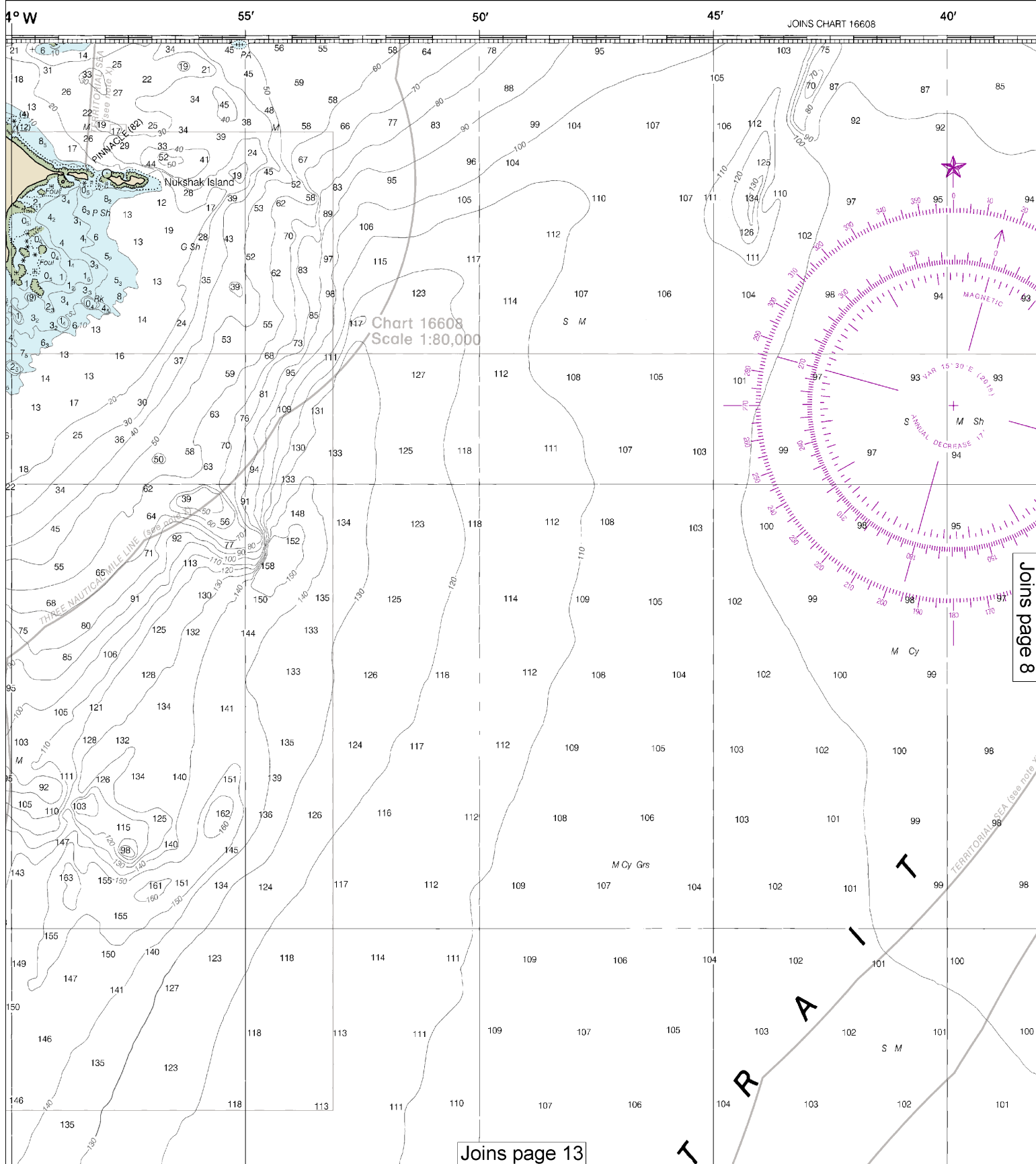
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



6

Note: Chart grid lines are aligned with true north.

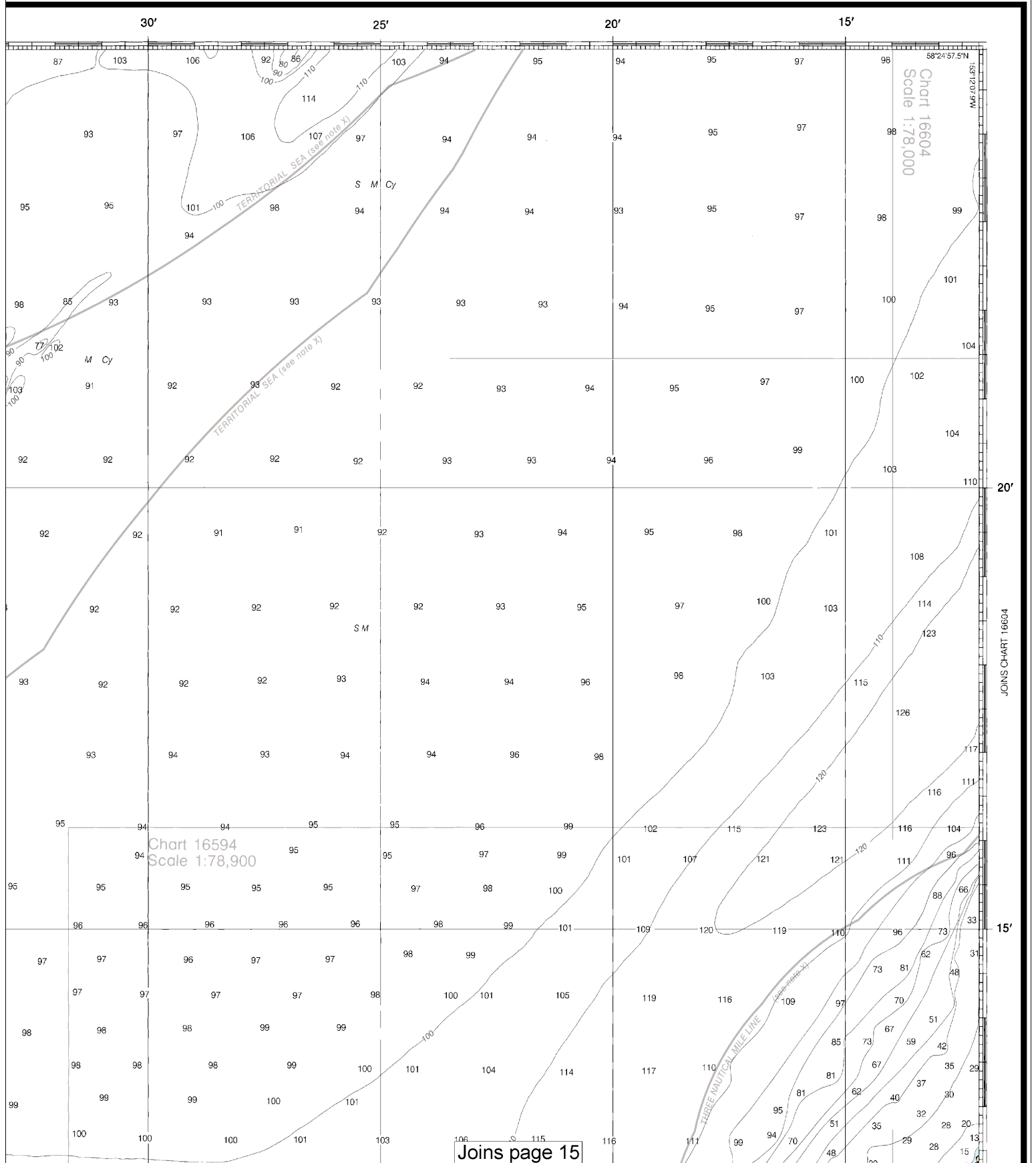


Last Correction: 8/19/2016. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

#### LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed in the inshore waters of this chart.

#### CAUTION

Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom subsidence at the following locations:

Subsidence (feet)	
Uganik Bay	-3.7
Kodiak	-5.8

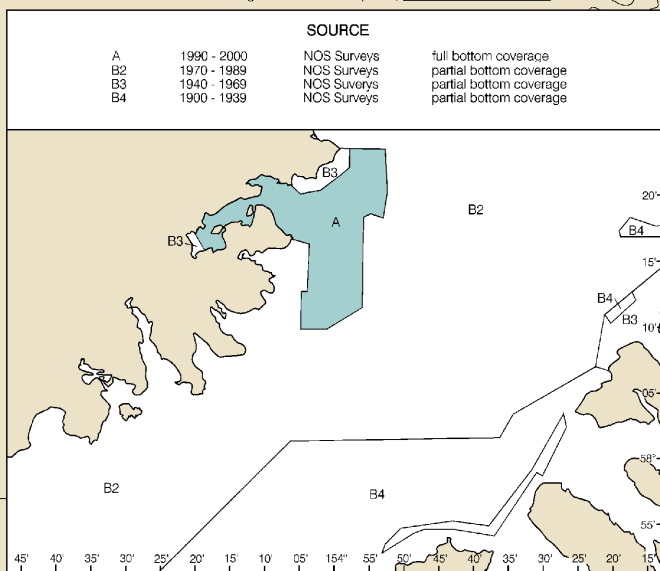
Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A	1990 - 2000	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



## Joins page 4

datum of this chart is 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.522" southward and 7.905" westward to agree with this chart.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

For Symbols and Abbreviations see Chart No. 1

10'

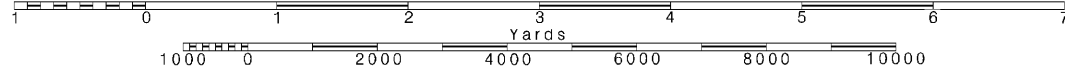
05'

## Joins page 16

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



10

Note: Chart grid lines are aligned with true north.

Joins page 5

Chart 16503  
Scale 1:30,000

CAUTION

The area bounded by lat. 58°10'00" and 58°12'15" long. 154°08'00" and 154°10'30" contains dangerous pinnacles. Mariners should exercise extreme caution navigating in this vicinity.

CAPE GULL

KULIAK BAY

CAPE KULIAK

MISSAK BAY

CAPE ATUSHAGVIK

RUSSIAN ANCHORAGE

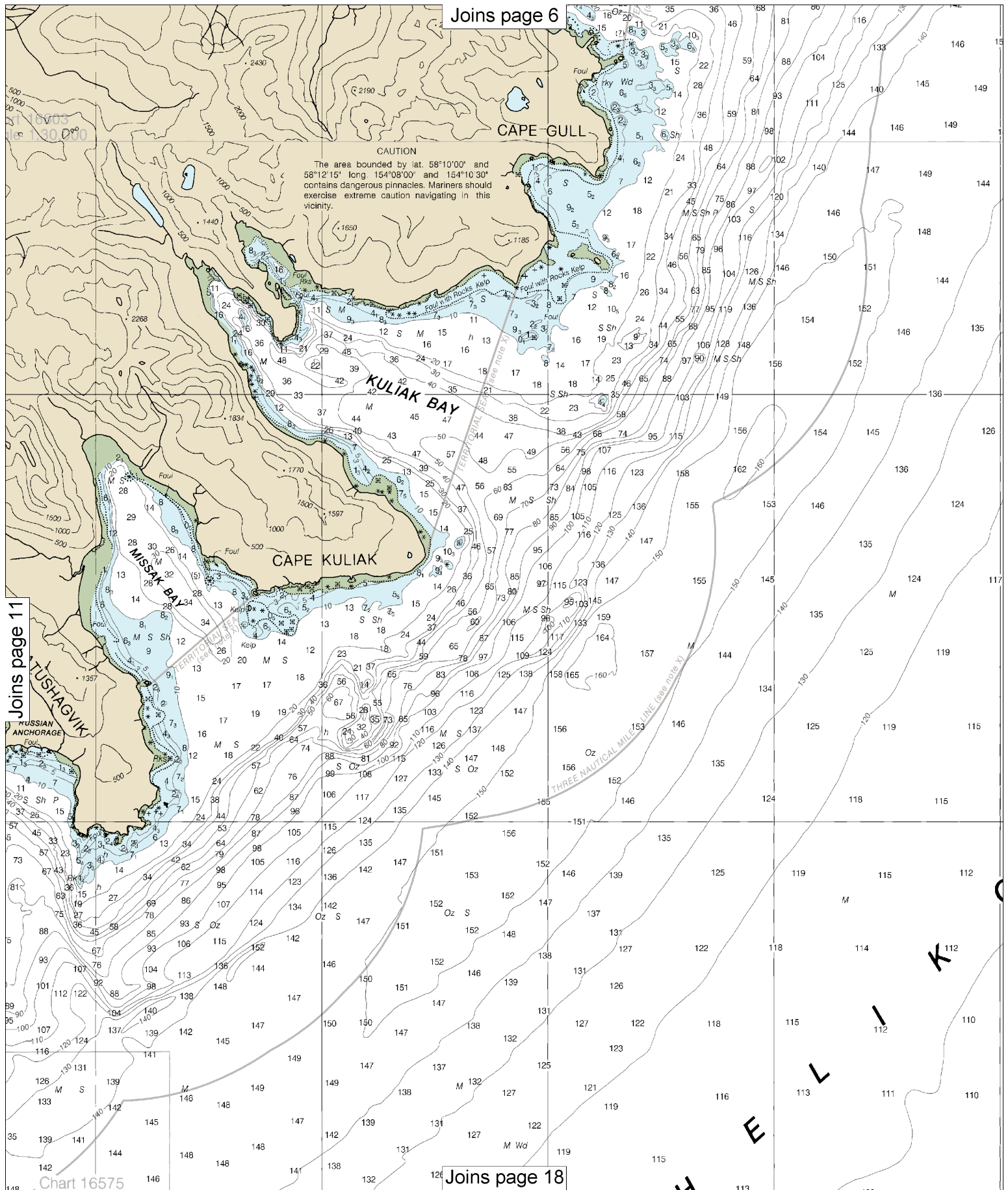
KINAK BAY

Joins page 12

THREE NAUTICAL MILE LINE (see note VI)

Joins page 17

Chart 16575



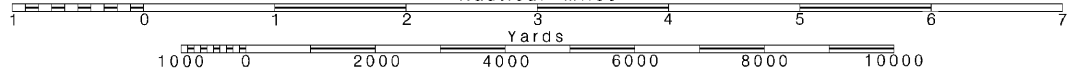
12

Note: Chart grid lines are aligned with true north.

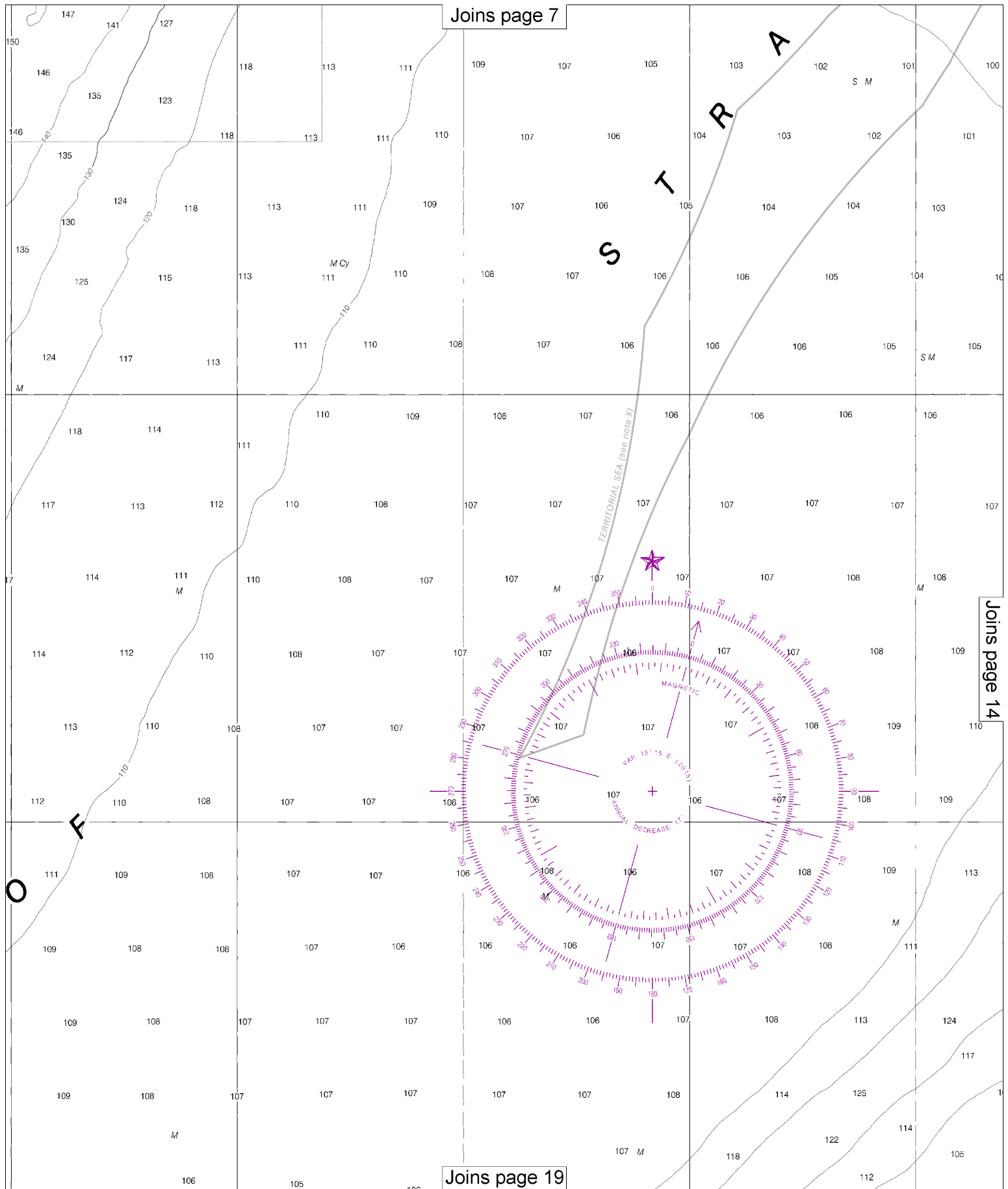
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.

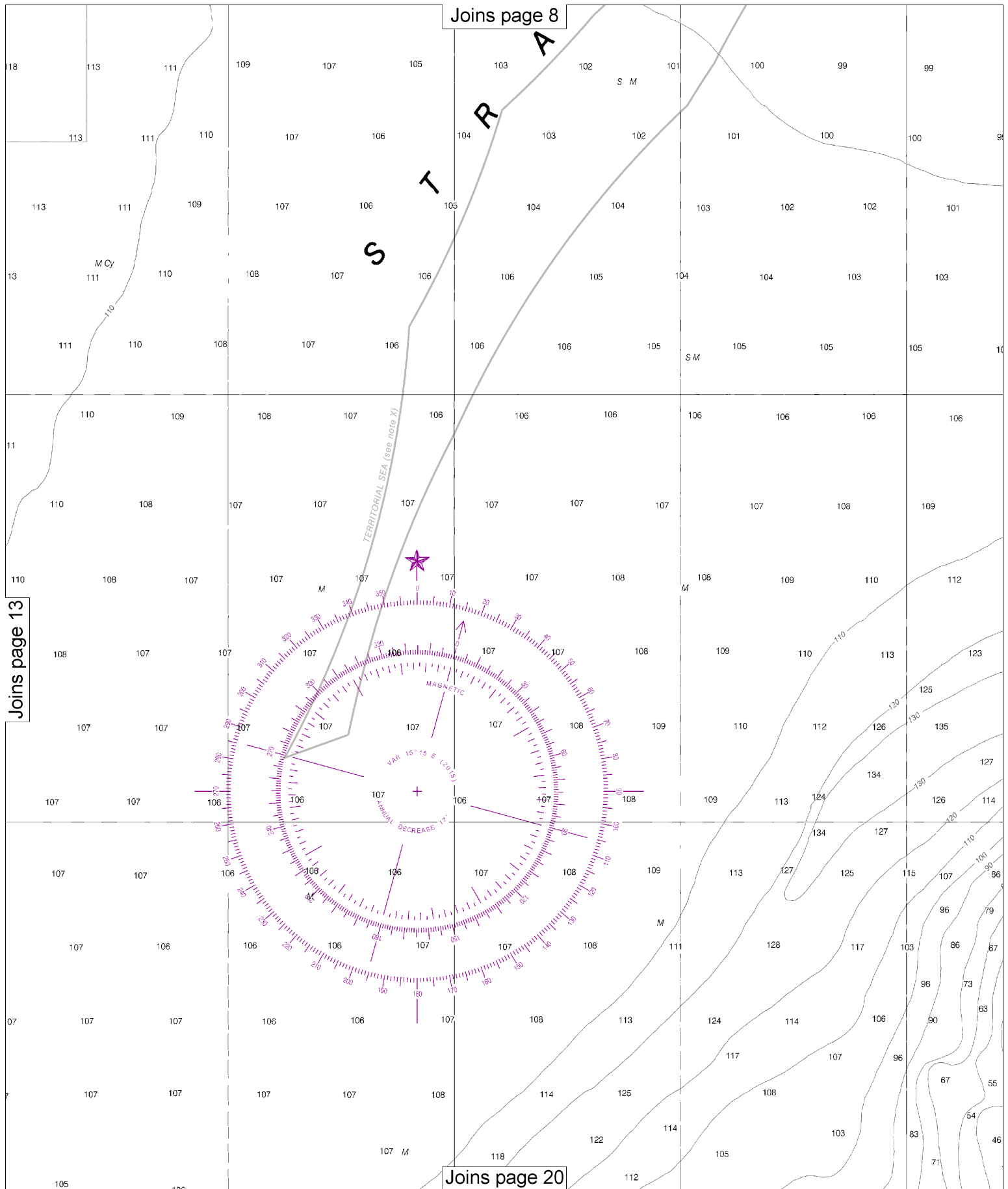


Joins page 7



Joins page 14

Joins page 19



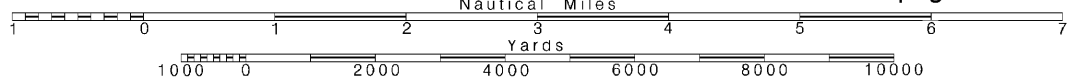
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

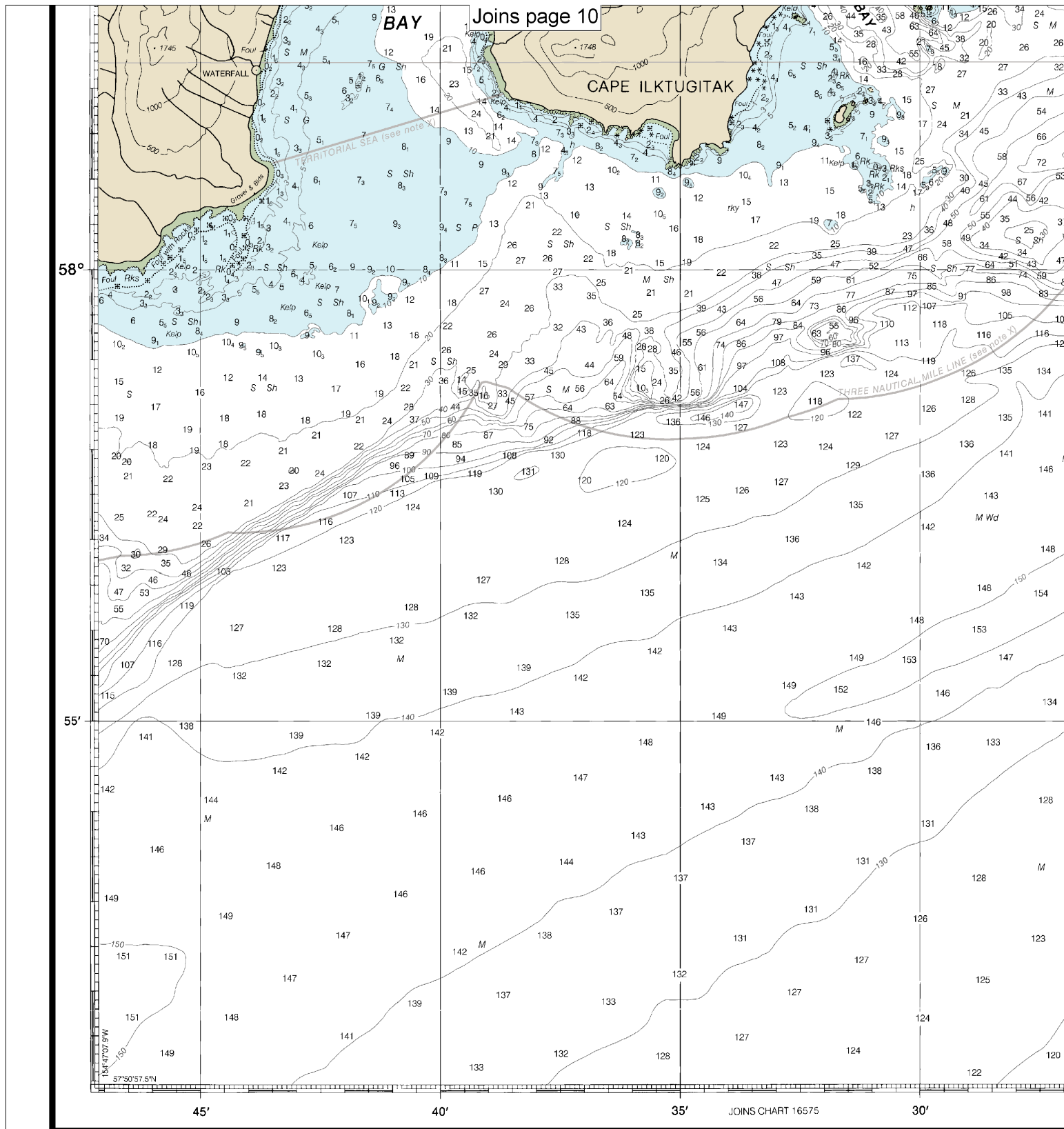
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Joins page 21





5th Ed., Apr. 2015

**16576**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 8/19/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

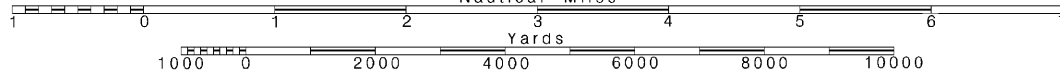
**16**

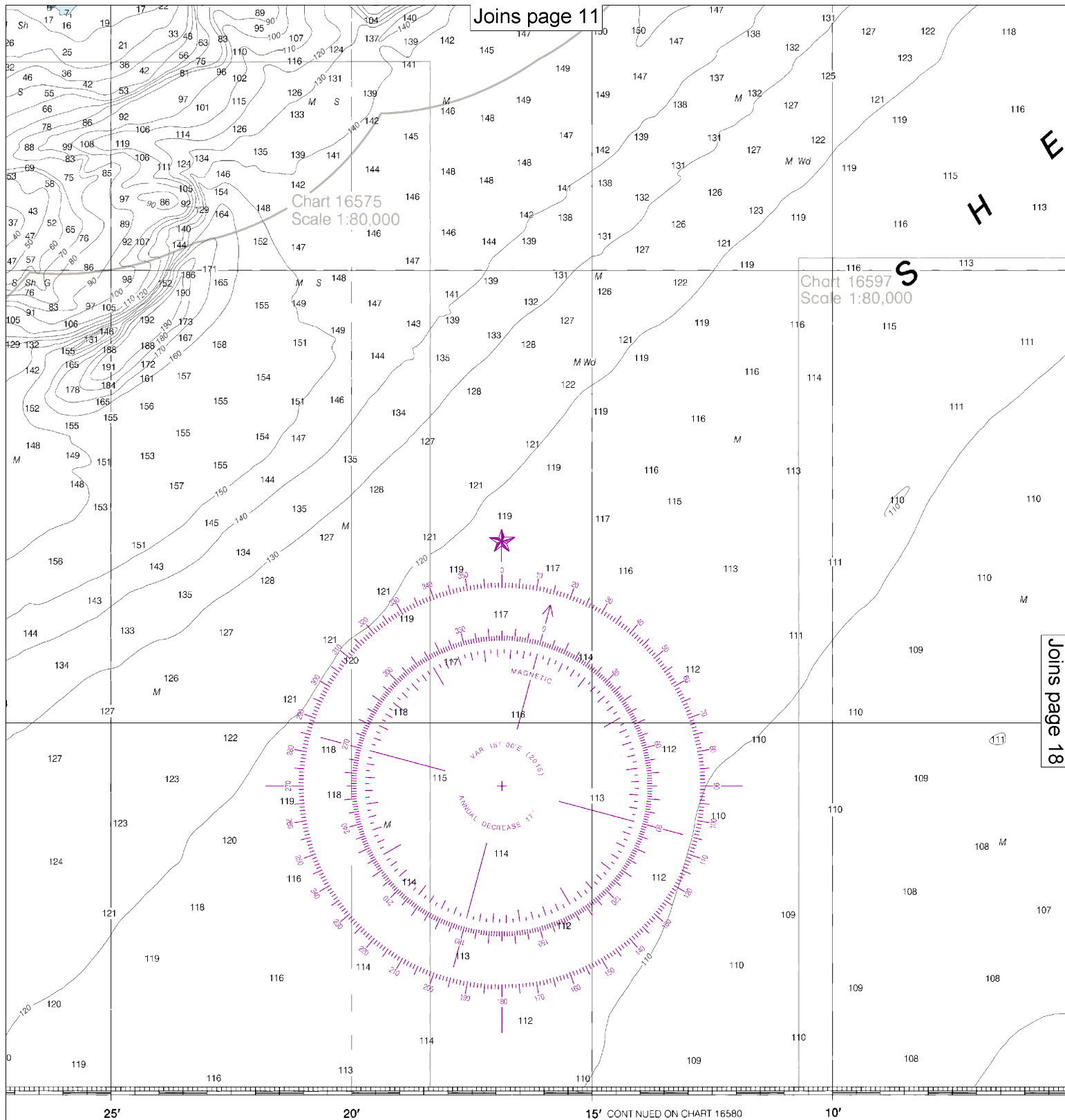
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Printed at reduced scale.

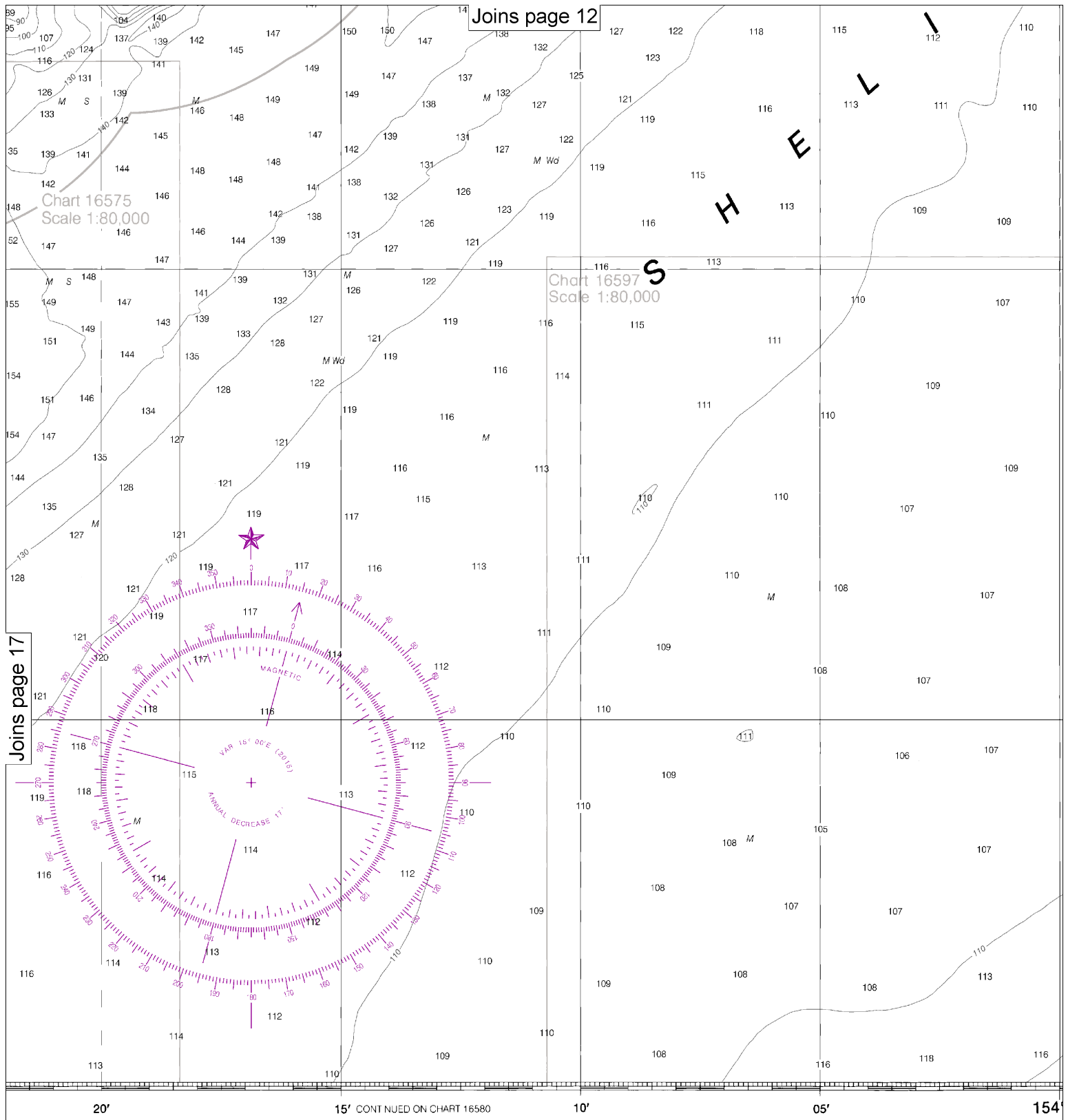
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

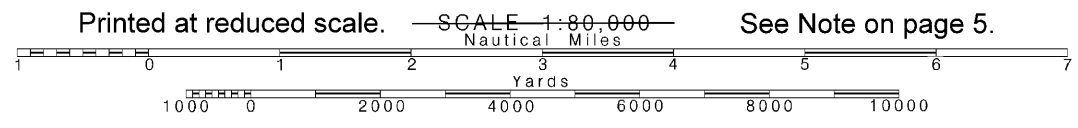


**INGS IN FATHOMS**  
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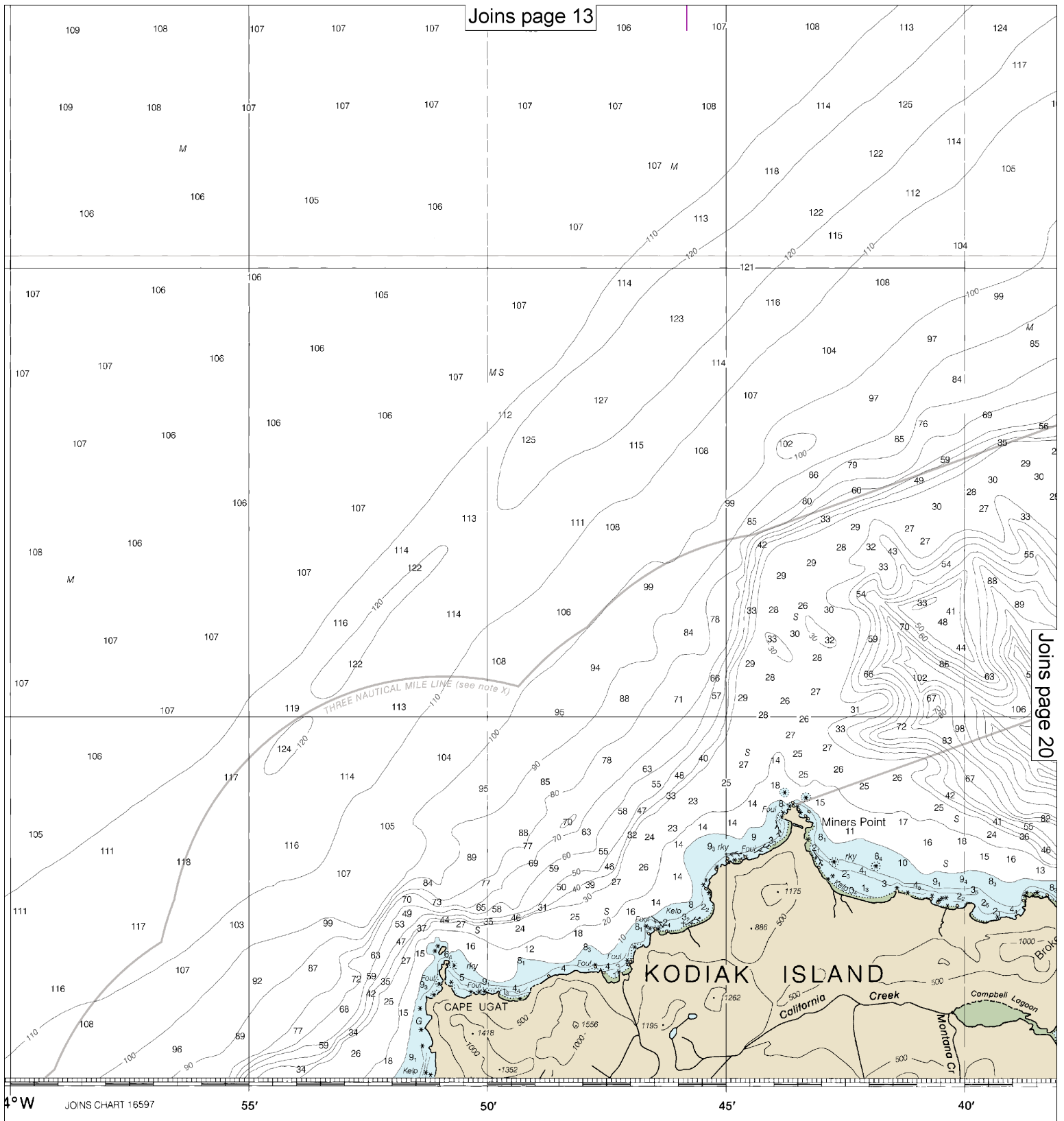
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEANIC AND COAST GUARD

**18**

Note: Chart grid lines are aligned with true north.

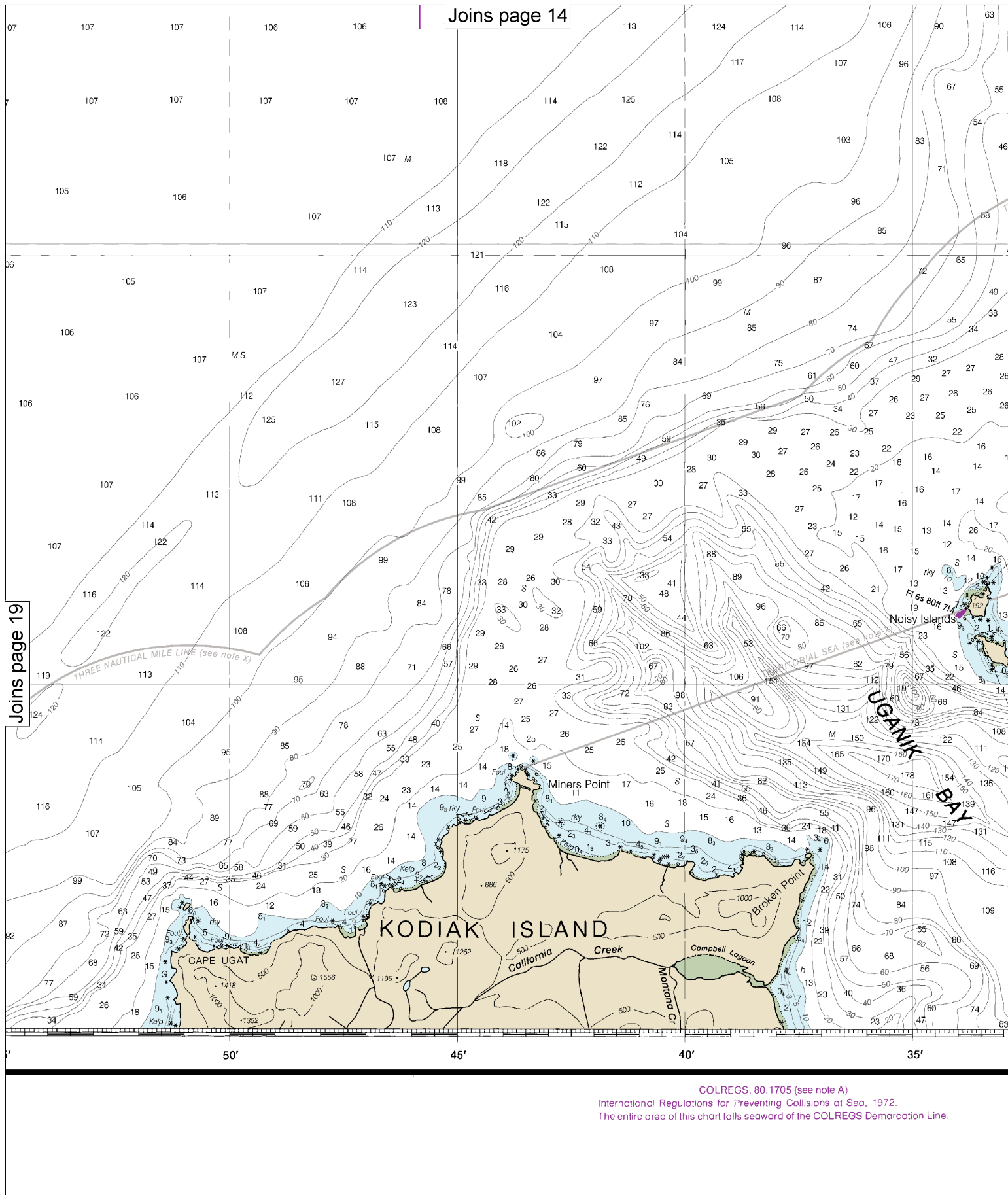


See Note on page 5.



Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

COLREGS, 80.1  
 International Regulations for Preventing Collisions at Sea  
 The entire area of this chart falls seaward of the 12-mile limit



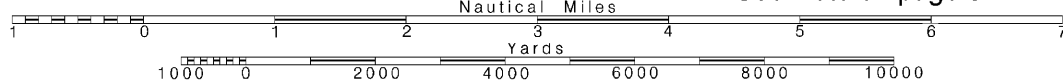
20

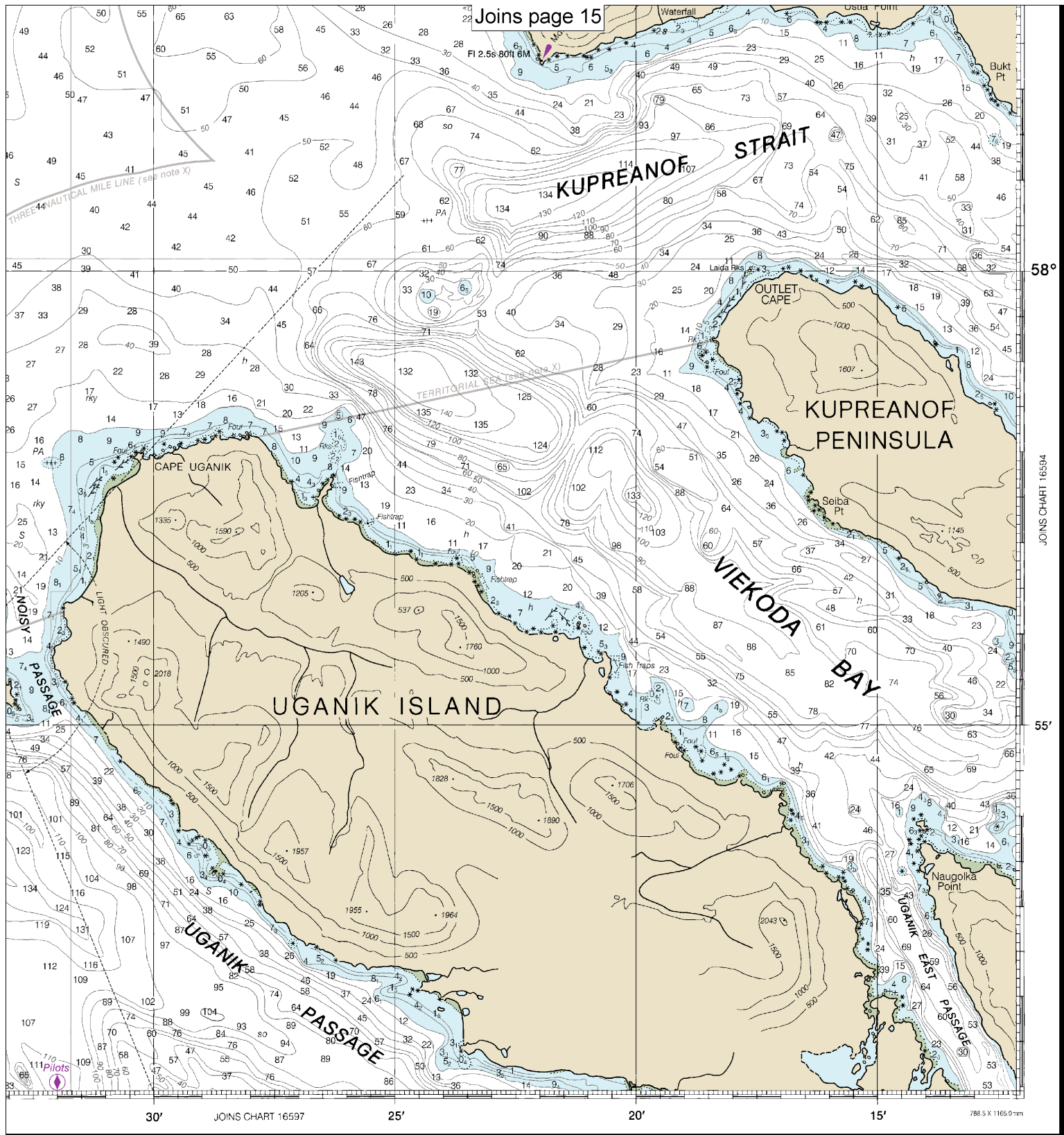
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Nukshak to Dakavak Bay  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16576



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

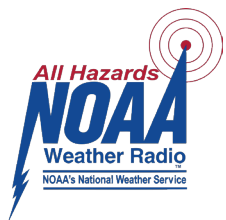
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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